

COUNTRY _____
TOPIC Wolzow Airfield

EVALUATION 25X1 PLACE OBTAINED 25X1

DATE OF CONTENT 24 August to 6 September 1952

DATE OBTAINED 25X1 DATE PREPARED 3 October 1952

REFERENCES _____

PAGES 2 ENCLOSURES (NO. & TYPE) 1 -
1 sketch on map with legend

REMARKS _____

~~REFERENCE COPY~~

~~DO NOT CIRCULATE~~

- ☐ 1. Between 24 August and 6 September 1952, 25X1 the runway at Wolzow airfield was not exactly parallel to the eastern taxiway. To the south, the latter taxiway intersected the Lieske-Bahnsdorf road at a point 1,150 meters north of the center of Lieske. This distance was determined by source by means of a speedometer of his bicycle. To the north, the point where the taxiway turned to the northwest was 493 meters south of the blocked road fork, which is 450 meters distant from the Petershain-Wolzow railroad line, southeast of the Bahnsdorf settlement. At the southern end of the taxiway the center lines of the runway and the eastern taxiway were 225 meters apart, while they were 275 meters apart at its northern end. The runway was 2,500 meters long and 80 meters wide. The northern end of the runway was 330 meters south of the road which runs from the above mentioned road fork to the Bahnsdorf settlement. At both ends, the taxiway joined the runway in an acute angle.
- ☐ 2. To the south, the western taxiway originated on the Bahnsdorf-Lieske road, 1,200 meters southwest of the road fork in Bahnsdorf. There was an aircraft dispersal area at the intersection of the Lieske-Bahnsdorf and the Bahnsdorf-Lieske roads. Measured on the road from Lieske to the athletic grounds in Wolzow, the distance between runway and western taxiway was 400 meters. The western taxiway furthermore runs through a point 374 meters north of the road fork in Lieske and through another point about 100 meters to the east measured from the last two farms of Lieske. The western taxiway also joined the runway in acute angles. During the period of observation, the northern end of the western taxiway was still covered with mats. A connecting lane 18.25 meters wide intersected the runway in a right angle 500 meters north from its southern end. A spur 370 meters long branched off from the southern end of the taxiway toward the Weisse Berge which had been leveled. Another spur branched off from the northeastern curve of the taxiway and terminated at a hardstand on the field path running from Fischteiche to the athletic grounds. The taxiways mentioned, their spurs, the connecting lane, and the runway were completed. Work on the construction of an additional connecting lane in the northern section of the field had been started.

CLASSIFICATION ~~SECRET~~

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3. A tent camp of 12 tents has been observed in the angle formed by the Melzow-Neupetershain and Senftenberg-Neupetershain railroad lines since late August. A detail of 15 men wearing black opaullets daily marched from this camp to the airfield to work there.

25X1

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25X1

4. On 31 August, source observed that concreting work at the field was essentially completed. The runway was also completed. Material was loaded to be dispatched to Irowitz. The hardstands built along the taxiway differed in their shape from the usual hardstands. They were circular and a concrete strip about 25 meters long and 15 meters wide branched off from it. Semi-permanent buildings, and a water and gas conduit originating in Melzow were under construction. A wooden sentry box occupied by a Soviet guard was observed in the northwestern corner of the field near some tents. The airfield was also guarded by civilians on bicycles who wore red brassards. **

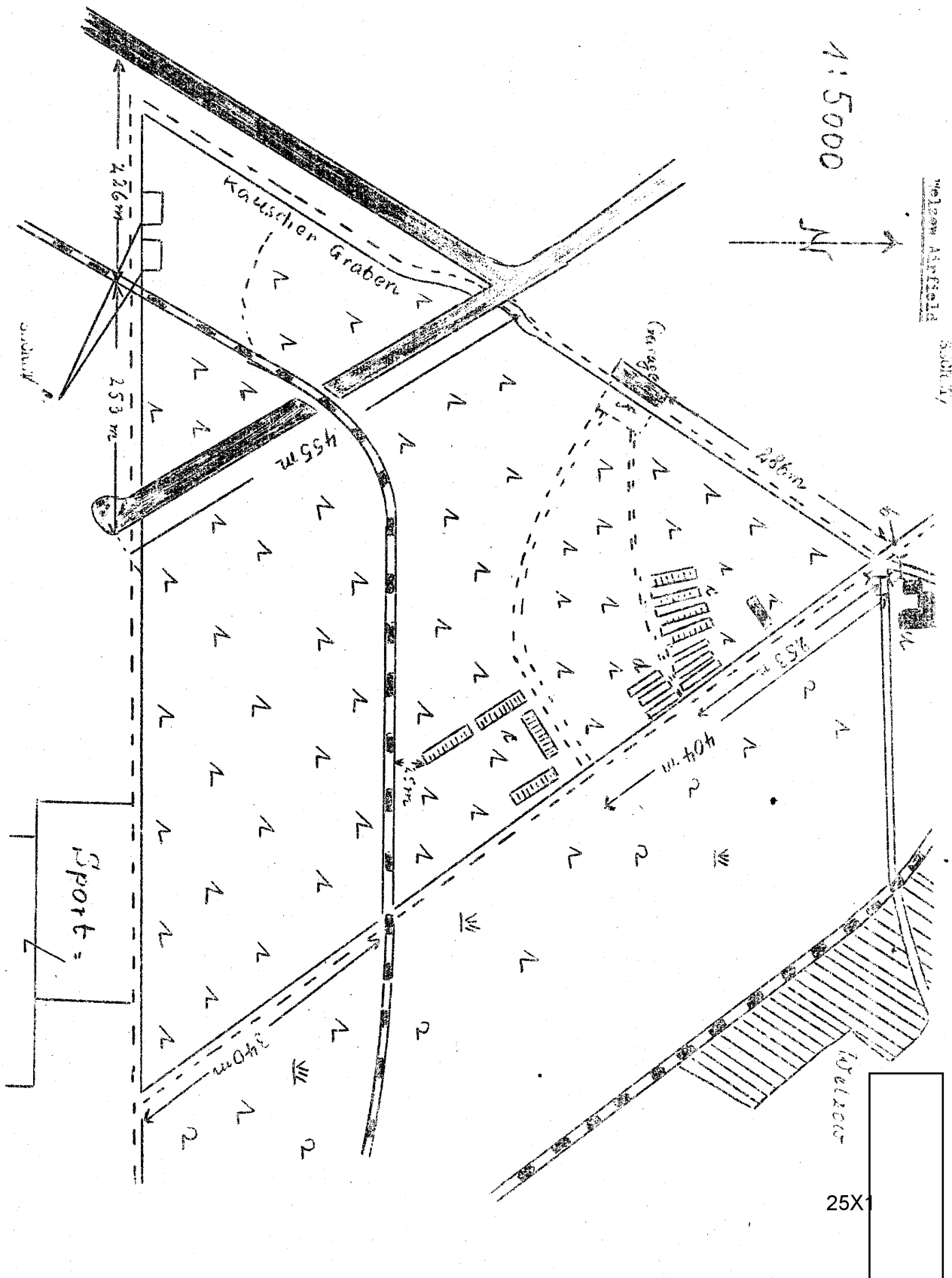
25X1

[] Comment. These detailed data on the installations of Melzow airfield and their dimensions are believed to be correct.

25X1

[] Comment. Except for the erection of temporary buildings and water and gas conduits, construction work at the field appears to be completed. The dispatch of material to Irowitz is credible as an airfield is under construction there.

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25X1

Annex 2

25X1

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Legend:

- a. Old flight control station.
- b. Road block.
- c. Newly constructed semi-permanent buildings, 60 x 15 meters.
- d. Old low wooden buildings, 50 x 12 meters.
- e. Offices of the construction staff.
- f. Concrete apron.

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